

# Mayor's Bicycle Advisory Council

Wednesday, June 14



## Bicyclist Fatalities, Year to Date (January 1 – June 14, 2017)

### MBAC Briefing

#### Bicyclist Fatality Statistics

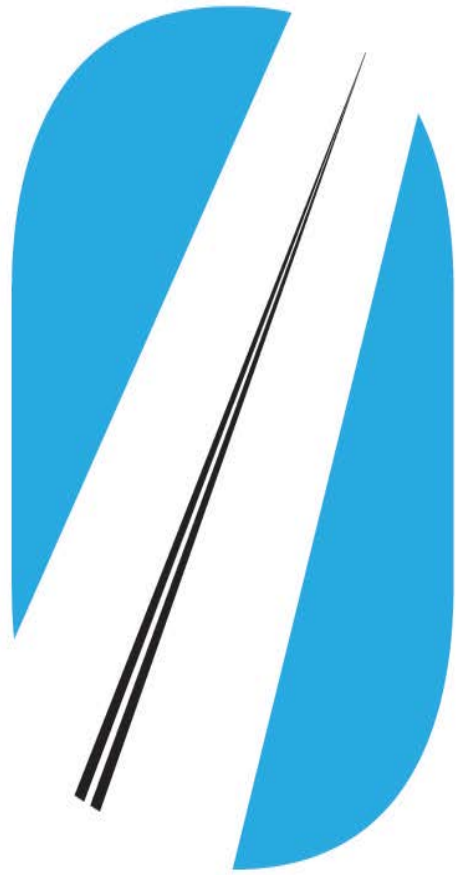
Year to date total, 2017 (CPD): 2

Year to date total, 2016 (CPD): 0

Year to date average, 2011-2015 (IDOT): 1.4

Bicyclist Fatalities by Month								
Source	IDOT	IDOT	IDOT	IDOT	IDOT	CPD	CPD	IDOT
	2011	2012	2013	2014	2015	2016	2017	2011-2015 Average
January	1	0	0	0	1	0	1	0.4
February	0	0	0	0	0	0	0	0
March	0	0	0	0	0	0	0	0
April	0	0	0	0	1	0	0	0.2
May	1	0	1	2	0	0	0	0.8
June	1	1	0	0	0	2	1*	0.4
July	0	2	1	1	0	1		0.8
August	3	1	0	2	0	2		1.2
September	0	1	0	1	2	1		0.8
October	0	2	0	0	2	0		0.8
November	1	0	0	0	0	0		0.2
December	0	1	1	0	1	0		0.6
TOTAL (Jan 1- May 31)	2	0	1	2	2	0	2*	1.4
TOTAL	7	8	3	6	7	6	2*	6.2

\* Includes Fatality on June 5, 2017



**VISION**  
**ZERO**  
**CHICAGO**

**VISION ZERO UPDATE: ACTION PLAN & NEXT STEPS**



**[WWW.VISIONZEROCHICAGO.ORG](http://WWW.VISIONZEROCHICAGO.ORG)**

**View Chicago's Vision Zero Action Plan and sign up for updates.**



# KEY PLAN COMPONENT:

## LARGE VEHICLE SAFETY EQUIPMENT

Chicago has recently experienced an increase in fatal crashes involving large vehicles and people riding bicycles.



**21%**

of fatal bicycle crashes  
involved a large vehicle  
2010-2014.

**67%**

of fatal bicycle crashes  
involved a large vehicle  
2016.

*Data Sources: Illinois Department of Transportation 2010-2014. Chicago Police Department, 2016.  
Crashes excludes crashes that occur on interstate expressways.*

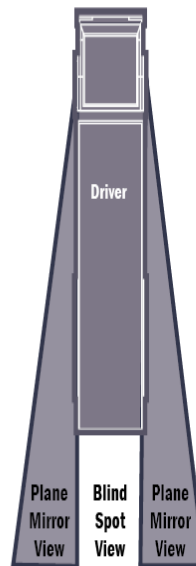
# KEY PLAN COMPONENT:

## LARGE VEHICLE SAFETY EQUIPMENT

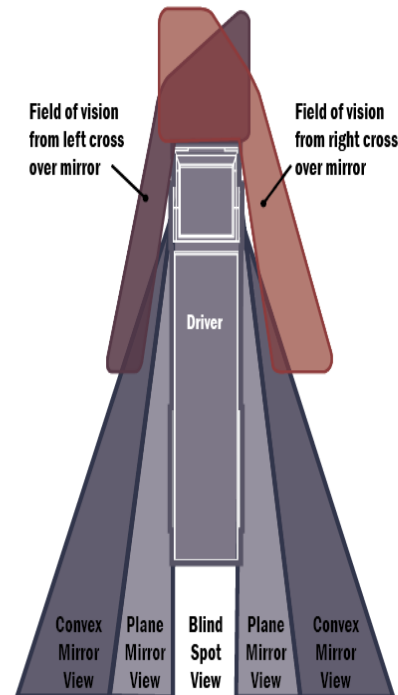
- **Side Guards & Additional Mirrors**

### Tool: Convex and crossover mirrors

Driver's Field of Vision  
Using Standard Mirrors



Increased Field of Vision Using  
Recommended Mirrors



Convex and crossover mirrors lower crash RISK by reducing blindspots.

As demonstrated on the left, the driver's field of vision drastically increased with the inclusion of additional mirrors. These low-cost solutions require no special tools to install.

Source: Volpe, The National Transportation Systems Center, U.S. Department of Transportation, Cambridge Safer Truck Initiative

# KEY PLAN COMPONENT:

## LARGE VEHICLE SAFETY EQUIPMENT

- **Side Guards &  
Additional Mirrors**



# KEY PLAN COMPONENT:

## LARGE VEHICLE SAFETY EQUIPMENT

- **Side Guards & Additional Mirrors**
- **Will be standard for the City Fleet**
- **Will be a required in any City contract over \$2 million**
- **Phased over 4 years**



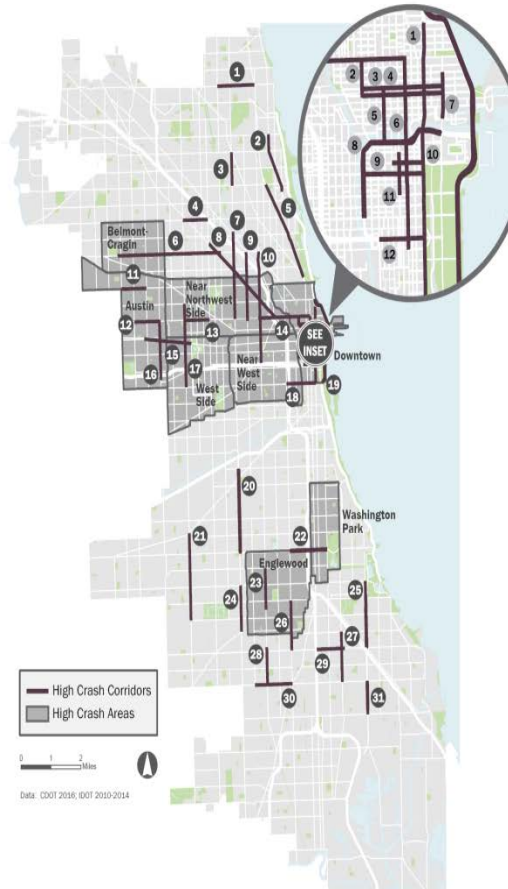


# KEY PLAN COMPONENT:

## COMMUNITY-BASED TRAFFIC SAFETY

- Provide an opportunity for community engagement on traffic safety and involvement in Vision Zero

### VISION ZERO HIGH CRASH CORRIDORS & AREAS



#### NEIGHBORHOOD HIGH CRASH CORRIDORS

Numbered North to South

1 Devon from California to Clark	18 Roosevelt from Halsted to Michigan
2 Broadway from Foster to Grace	19 Lake Shore Drive from Division to Roosevelt
3 Western from Lawrence to Irving Park	20 Western Ave/ Blvd from 35th to Garfield
4 Belmont from Palaski to Kedzie	21 Pulaski from Archer to 71st
5 Clark from Irving Park to LaSalle	22 Garfield from Halsted to King
6 Fullerton from Meade to California	23 Ashland from 59th to 69th
7 Western from George to Chicago	24 Ashland from 63rd to 74th
8 Milwaukee from Kedzie to Ogden	25 Stony Island from 63rd to 79th
9 Damen from Fullerton to Superior	26 Halsted from Marquette to 79th
10 Ashland from Fullerton to Van Buren	27 Cottage Grove from 75th to 87th
11 North from Austin to Laramie	28 Ashland from 78th to 87th
12 Chicago from Central to Cicero	29 79th from State to Drexel
13 Chicago from Palaski to Kedzie	30 87th from Damen to Halsted
14 Chicago from Paulina to State	31 Stony Island from 87th to 95th
15 Lake from Lockwood to Hamlin	
16 Cicero from Chicago to Arthington	
17 Palaski from Division to Roosevelt	

#### DOWNTOWN HIGH CRASH CORRIDORS (MAP INSET)

Numbered North to South

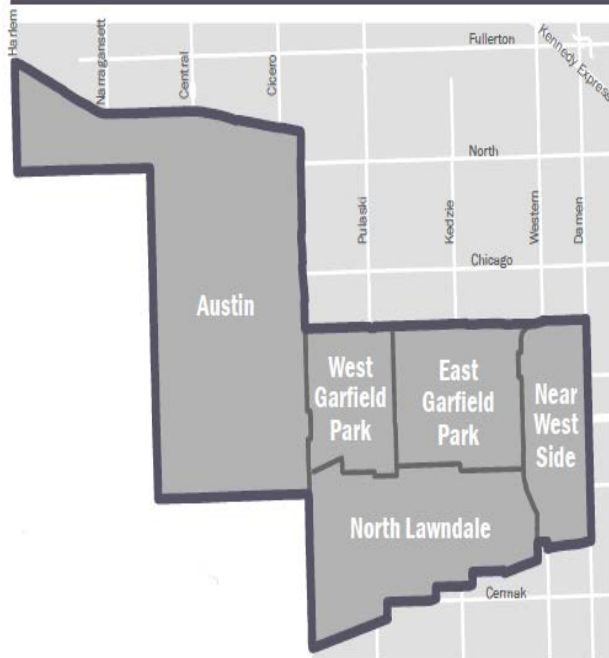
1 Michigan from Oak to Roosevelt
2 Orleans from Chicago to Ohio
3 Ontario from Orleans to Fairbanks
4 Ohio from Orleans to Fairbanks
5 LaSalle from Ontario to Wacker
6 State from Chicago to Harrison
7 Fairbanks from Huron to North Water
8 Wacker from Jackson to Columbus
9 Washington from Wacker to Michigan
10 Randolph from Clark to Michigan
11 Dearborn from Lake to Monroe
12 Congress from Wells to Michigan

#### METHODOLOGY

Candidate Vision Zero High Crash Corridors were identified by evaluating the spatial pattern of citywide non-expressway crashes resulting in fatalities and serious injuries between 2010 and 2014. Each candidate corridor was then ranked by the number of injury crashes per mile with added weight given to fatal and serious injury crashes. The map identifies 70 miles of Vision Zero High Crash corridors, including (1) 50 miles with the overall highest weighted crash indices, (2) the share of corridors within the downtown area was limited to 1.0 miles due to high overall numbers of crashes in the commercial center of the city, and (3) additional corridors that ranked highly by crashes involving one mode - pedestrian, bicyclist, or motorist - but did not make the top 50 miles by aggregate index round out the Vision Zero High Crash corridors list.

The eight High Crash Areas are made up of the top 14 (top 20th percentile) Community Areas as ranked by a composite score of total fatal and serious injury crashes, total fatal and serious injury crashes/100,000 residents, total fatal and serious injury crashes/square mile, economic hardship, and proportion of fatal and serious injury crashes per total crashes. Names broadly describing these areas are used.

## Vision Zero West Side: Focus Area



### Quick Facts



People Killed or Seriously Injured in West Side Crashes

**915 2010-2014**

Serious Injuries and Fatalities per 100,000 residents

**485.6** CityWide: 302



Percentage of Census Tracts rated as High Economic Hardship\*

**69%** CityWide: 33%

Median Household Income

**\$21,689** CityWide: \$48,883





# VISION ZERO WEST SIDE

- Four community organizers
- Focused on ground-up outreach
- Community-specific, culturally relevant content and context for crash reduction strategies
- Lasting relationships with stakeholders, open lines of communication
- [westside@visionzerochicago.org](mailto:westside@visionzerochicago.org)





**Rosanne Ferruggia**

**VISION ZERO COORDINATOR**

**Consultant, Chicago Department of Transportation**

**[rmf@chicagocompletestreets.org](mailto:rmf@chicagocompletestreets.org)**

**[WWW.VISIONZEROCHICAGO.ORG](http://WWW.VISIONZEROCHICAGO.ORG)**

**View Chicago's Vision Zero Action Plan and sign up for updates.**



# *Milwaukee/North/Damen + Milwaukee Ave Complete Streets Improvements*



Mayor's Bicycle Advisory Council Meeting

June 14<sup>th</sup>, 2017

Mike Amsden, AICP – Assistant Director of Transportation Planning



# Project Goals

- Improve accommodations for people walking, biking, taking transit & visiting the area by implementing projects identified in the Wicker Park Bucktown Master Plan
- Implement low-cost, quick-hit pilot projects that are prioritized and supported by members of the community
- Evaluate before / after effects of pilot project treatments







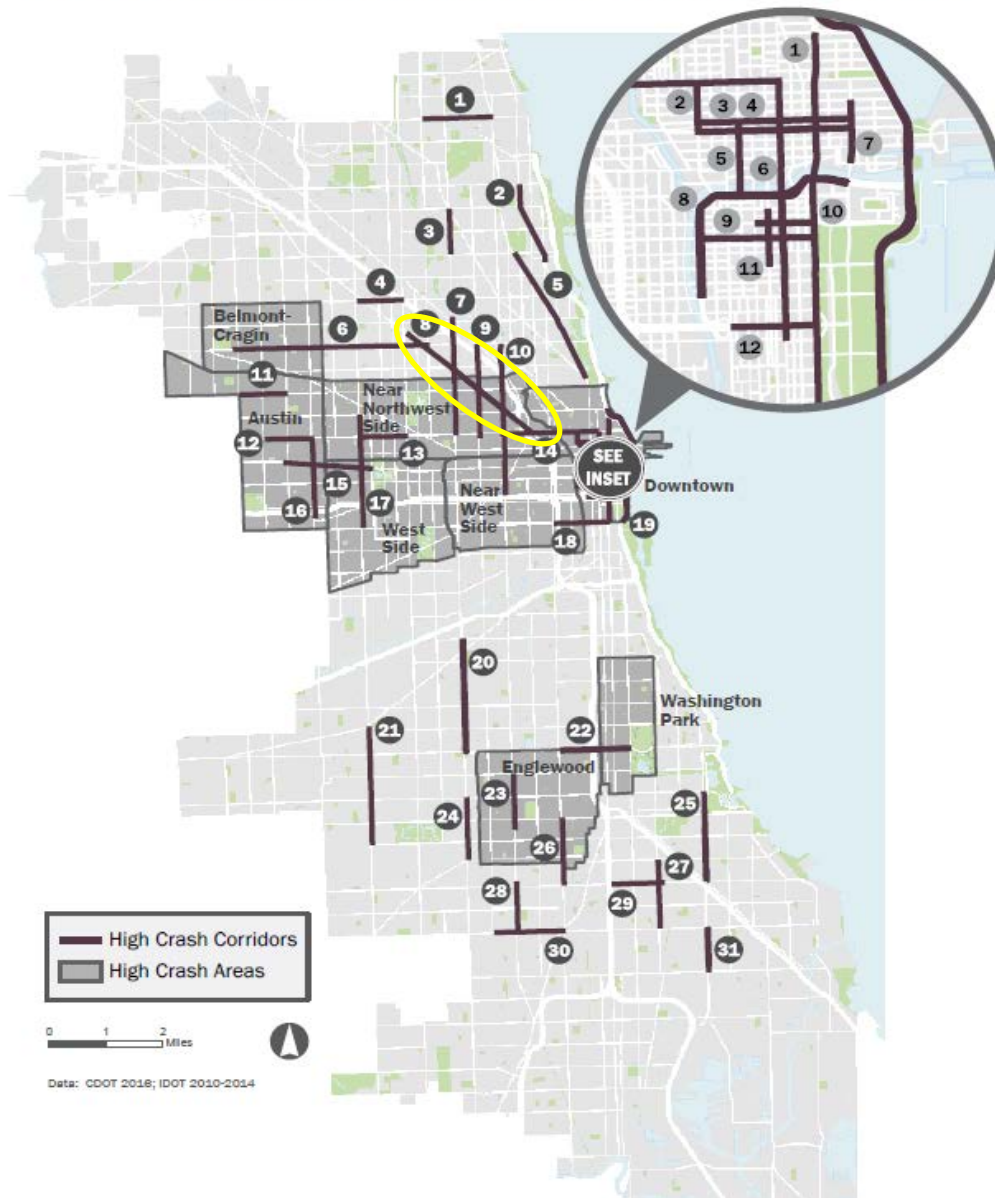
# Vision Zero Action Items

- Evaluate High Crash Corridors for appropriate redesigns
- Create High Crash Corridor improvement plans that identify opportunities for interim safety projects
- Work with the community to identify opportunities to reduce the posted speed limit on pedestrian, bicycle, & transit priority streets
- Follow the Complete Streets Design Guidelines
- Improve service and access to public transit, especially on High Crash Corridors



# Crash Data (2010 – 2014)

## VISION ZERO HIGH CRASH CORRIDORS & AREAS



### Overview

- High Crash Corridors
- 1,097 total crashes, with M/N/D having the highest concentration of crashes
- M/N/D a high-pedestrian crash intersection (2011 and 2015 analyses) and a high-bicycle crash intersection (2012 analysis)

### Pedestrian / Bicyclist Crashes

- People walking and biking involved in 20% of all crashes, but represent;
  - 66% of injury crashes
  - 68% of serious injury crashes
- 74 reported dooring crashes represent 6% of reported dooring crashes citywide



# Projects in the WPB Master Plan

## Project 4.2 – Adjust Operations at Milwaukee/North/Damen to Better Accommodate all Forms of Transportation

- Work with CDOT to develop, implement, and **study the before/after effects of a pilot project**
- Add new high visibility crosswalks
- Explore opportunities for curb bump-outs to reduce pedestrian crossing distances
- Convert slip lane to pedestrian space
- Investigate eliminating some turn lanes and/or turning movements



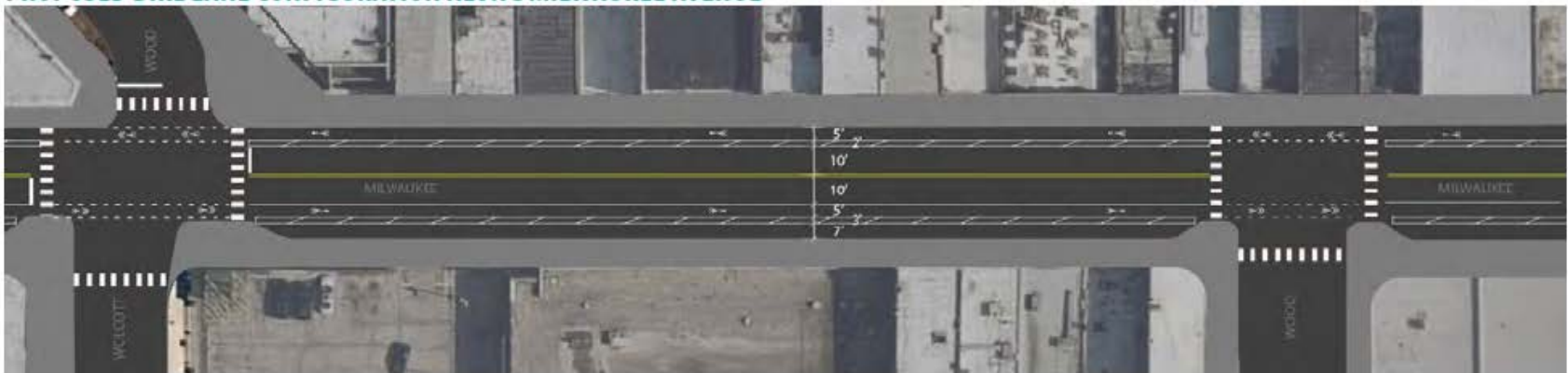
# Projects in the WPB Master Plan

## Project 1.1 – Improve Pedestrian Crossings

- Explore opportunities for curb bump-outs to reduce pedestrian crossing distances
- Investigate eliminating turn lanes and/or turning movements

## Project 4.1 – Re-envision Milwaukee Ave to Balance all Users

- Work with CDOT to develop, implement, and **study the before/after effects of a pilot project** to introduce bike lanes on Milwaukee Ave
- Investigate **reducing the speed limit to 20 MPH** on Milwaukee Ave



PROPOSED MILWAUKEE AVENUE CONFIGURATION – PER THE WPB MASTER PLAN

# Projects in the WPB Master Plan

## Project 2.2 – Complete Bike Lanes where Gaps are Present

- Continue to build out a comprehensive network of bikeways
- Milwaukee Ave is a Spoke Route and Damen Ave is a Crosstown Bike Route in the Streets for Cycling Plan 2020

## Project 4.3 – Increase Visibility of Existing Bike Lanes

- Bike improvements at intersections, including bike boxes and bike lanes up to and through intersections
- Upgrade to green bike lanes where possible / needed





# Scope of Work

- Restriping Project in 2017
  - Upgraded markings
  - Colored pavement markings
- “Paint and Post” Treatments
- Turning Movement Modifications



Paint and Post Bump-out – San Francisco, CA



Slip Lane Closure – Halsted St at Broadway



Bike Box – Milwaukee Ave at Halsted St/Grand Ave



# Existing Conditions – Milwaukee / North / Damen

## Slip Lane Utilization

- Over 1,000 people walking during the combined AM & PM peak hours
- 32 people turning right during the combined AM & PM peak hours



## Pedestrian Volumes

- Over 5,000 crossings during the combined AM & PM peak hours
- Congested sidewalks at peak periods
- People standing in street due to minimal sidewalk widths





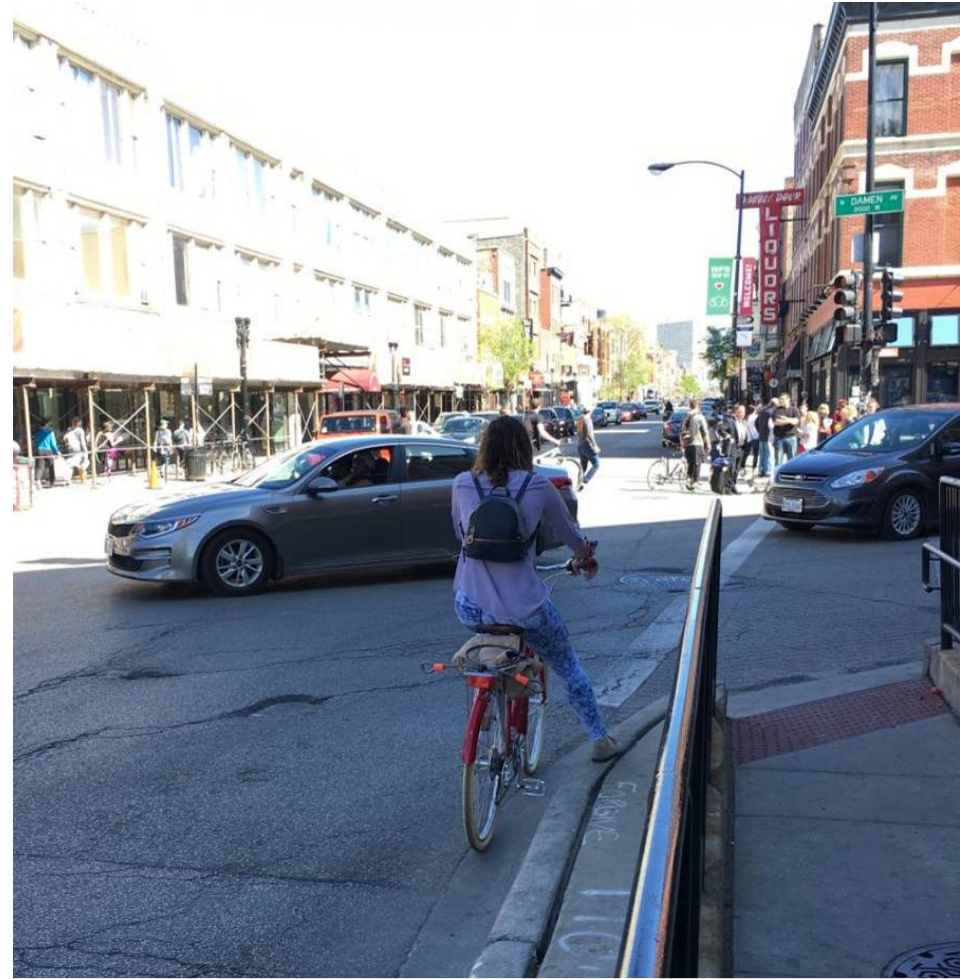
# Existing Conditions – Milwaukee / North / Damen



Pedestrian desire lines at unmarked crosswalk locations



# Existing Conditions – Milwaukee / North / Damen



- Over 800 people riding through the intersection during the AM peak
- People on bikes represent 40% of peak-direction traffic on Milwaukee Ave and 10-12% of peak-direction traffic on Damen Ave during peak hours
- 65% of people arriving at a southbound red light on Milwaukee Ave use the pedestrian signal to cross to Starbucks (all data from April/May 2017)



# Existing Conditions – Milwaukee Ave Corridor



- 42' wide with minimal pavement markings
- Heavily used curbside activity
- 13,000 motor vehicles/day
- #56 CTA Bus
- Over 5,000 people riding bikes/day at various points along Milwaukee Ave

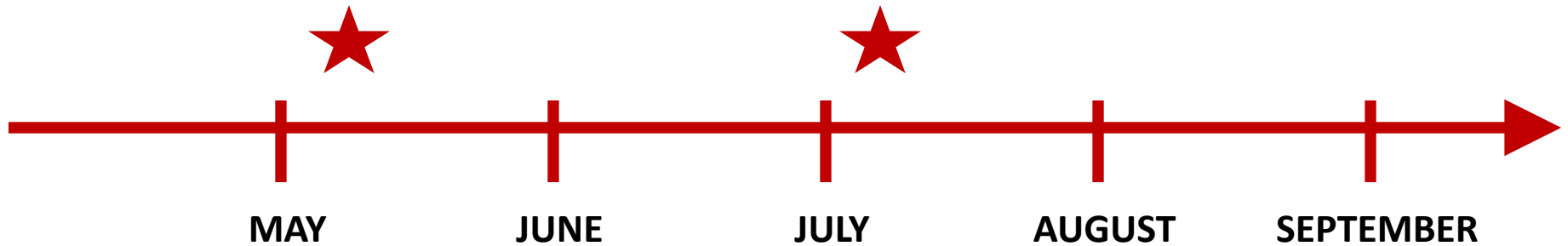


# Existing Conditions – Milwaukee Ave Corridor



- Speed limit posted at 25 MPH and 30 MPH
- Average speed at Evergreen is 17 MPH
- 85% of people are driving 24 MPH or slower

# Project Schedule



→  
Data Collection & Community Input  
*April – Early June*

★ Community Meeting #1

→  
Design Concepts & Preferred Alternative  
*May – July*

★ Community Meeting #2  
*Mid-July*

→  
Construction  
*August*

→  
Evaluation  
*Fall '18 – Spring '19*



# Thank You!

[mike.amsden@cityofchicago.org](mailto:mike.amsden@cityofchicago.org)



**Website**

[www.chicagocompletestreets.org](http://www.chicagocompletestreets.org)

**Twitter**

[@CDOTNews](https://twitter.com/CDOTNews)

**Facebook**

[facebook.com/CDOTNews](https://facebook.com/CDOTNews)



# The City of Chicago's Bicycling Ambassadors



2017 Season Update



# Who are the Bike Ambassadors

- Safety and education team dedicated towards encouraging more trips by bike, more people riding safely
- Largest and longest running outreach / education program of its kind in North America
- Outreach includes Safe Routes and Bike Ambassador events



# Safe Routes Ambassador Types of Outreach

## Safe Routes to School

- 2<sup>nd</sup> grade pedestrian safety
- 5<sup>th</sup> grade bike safety
- 10<sup>th</sup> grade bike and traffic safety

## Safe Routes for Seniors

- 311
- Alderman Requests
- Snow Removal
- CTA / Pace



# Bike Ambassador Types of Outreach

## General Outreach

- Health fairs
- Street Festivals
- Libraries
- Alderman bike rides

## Enforcement

- Riding on sidewalk, parking in bike lanes, distracted driving, dooring
- Education focused
- Prioritized per Chicago Vision Zero plan high crash corridors and Aldermanic request





# Junior Ambassador Program

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- Unique peer-to-peer outreach program
- Partners with Chicago Park District
- 4 Adult Ambassadors, 10 Juniors
- 140-150 of approximately 200 Chicago Park District Day Camps
- Safety Presentations
- Bike Rides / Rodeos
- Helmet Fittings



# Learn to Ride

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- Partnership with Divvy and BCBS Illinois
- Started 2016, 37 signups
- 2017 – June through August
- Two Locations: Kennedy King College and Chicago Center for Green Technology
- Over 80 signups to date
- Median Age is 44
- 78 percent are women



# Contact the City of Chicago's Bicycling Ambassadors

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Lauren Crabtree: (312) 744-8017  
[Lauren@chicagocompletestreets.org](mailto:Lauren@chicagocompletestreets.org)

[facebook.com/chicagobicyclingambassadors](https://facebook.com/chicagobicyclingambassadors)





# Divvy's Outreach Initiative

**Summer 2017**



## Goals of Program

- » Increase engagement of 2015 and 2016 expansion areas
- » Increase ridership and number of people on bikes
- » Have Divvy's membership be reflective of the city's diverse populations





# Our Engagement + Outreach Strategy

- » **General outreach: Areas of low ridership**

- » Location: South Shore community area.

- » Objectives: Learn from residents, improve perceptions of Divvy, demystify the system, and increase the number of people on Divvy bikes.

- » **Citywide: Financial Opportunity Center locations**

- » Locations: Ravenswood, Logan Square, North Lawndale, Little Village, Bronzeville, and Englewood.

- » Objectives: Provide support for current D4E registration sites and build genuine outreach partnerships.

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# South Shore Approach

We wish to establish working partnerships with community members, businesses, and various community organizations to engage more qualified and interested residents around Divvy and D4E specifically.

- » Docking station siting of all 17 stations
  - » Identify and engage community stakeholders and residents
  - » Station post ups
  - » Assist in scheduled events
    - » Tabling/D4E registrations, organizing local bike rides, facilitating workshops/presentations/and demonstrations, as well as having trained Outreach Leaders present to register any and all qualified/interested community members for D4E.
-



# Thank you for your time!

Xia Xiang

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Dan Black

Email: [danblack@motivateco.com](mailto:danblack@motivateco.com)

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Please join us for the next  
**Mayor's Bicycle Advisory Council  
Meeting**

September 13<sup>th</sup>, 3:00 – 4:30 pm

